



Hants & Berks NEWS



Four perpetual awards and five class placings for the Hants & Berks at this year ALRC Nation Rally. Full results inside.



July / August
2012



Officers and Committee Members

Give them all your support; let them know what's done well, what you enjoyed, any new ideas. Write to the Newsletter Editor and get any Land Rover thoughts printed and off your chest. Most importantly, get along to the events, get involved and get more out of HBLRO by putting a little in.

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Editor's bit....

We have 138 full members of our club and many play an active role. But almost none of you takes the time to put pen to paper and help with material for this great mag. These are the glory years and you need to leave your mark. Tell us what you are doing, share with us your experiences. Please write for us.

Deadline for the next issue is June 20th; Don't wait until then, start sending in your contributions now. Articles can be in almost any word processor format but if you

have taken photos but do not wish to write anything, just e-mail the photos to me. Ideally, identify the driver in each case where you know their name. Technical tip here, add the driver's name and the event to the filename of the photo so they can't be mixed up or separated.



Steve Kirby.

Alton Area Green Laning in May 2012



Steve's Slippery Slope

Phew, I am not sure that I can keep up with the pace...

So you will recall in my last article we covered the interclub RTV, our Brick Kiln RTV and then finally our RTV/Driving day at Hogmoor. Well since then we have held our Spring Rally at Nelly's Dell and had a fab trip up to the Grantham area for the ALRC Nationals. I have had the added pleasure of putting the Disco through an MOT and I am now prepping for the up and coming adventure at the Devon & Cornwall Charity RTV.

As the weather closed in back in early May Martin Millerin and Joe Stacey managed to persuade me to go down to Nelly's Dell on the Friday night and to join them in celebrating Martin's birthday. I knew that it was going to be cold and to be honest I hate camping when the temperature is under 10 degrees but I could not say no to the promise of good company and a few beers. Arriving early in the evening (in one of only a few moments of non-rain) I quickly put my tent up and cracked the top off a beer. Whilst it was not exactly a balmy summers evening the drinks started flowing and as the time passed the conversations started to get more interesting. We found ourselves congregating around Martin Millerin's tent area. The reason for this being that Martin had a sizeable tent (with his slippers just inside the front door)

and a good size tarp up and over his tent and across to his 110 creating a very cosy area and giving good shelter from the rain. Martin had also set himself up a little 'mess' area for cooking and chopping and had even constructed an outside shower unit. The set up was fabulous.

Circa 1976

So even after making a valid effort not to drink to much we all got a little squiffy finally turning in very late. I must say that I froze in my circa 1976 sleeping bag and had the pleasure of waking up every hour through the night as I kept thinking that I was going to oversleep. Finally warming as getting up time approached.

I must say that even with very little sleep and still feeling a little cold Nelly's is a great place to wake up in. The freshness, the quiet and the beauty of the area can only really be appreciated when you stay there. Realising that I have a full day of setting up ahead it quickly knocked myself up a good breakfast consisting of a beef and tomato pot noodle as I needed to build my strength up for the day ahead.

Joe was Coc for the RTV and Kevin was Coc for the TYRO. We split ourselves into teams and set off to lay the sections out. Whilst the advantage of visiting Nelly's a lot over time means that we know where all

the good areas are the disadvantage is trying to set up a unique trial. However for some reason the sections on this day just seemed to come to us, a gate here, a gate there and soon we had broken the back of it. By mid afternoon the RTV we set so I hooked up with Kevin and assisted him and Ian Joyce put the finishing touches to the TYRO sections.

Casa-Banyard

Back at the camp site more members started to arrive so we had a mixture of people setting up their tents/caravan's along with other members emerging from the woods and getting themselves some food together. As the evening turned to night again we congregated to exchange stories of the day and commented on the spectacle of Martin and Joe changing a rear diff in Joe's Discovery following a little 'accident' in the woods. We also recalled poking fun at Niall for arriving in his two wheel drive Freelander towing 'casa-Banyard' behind.

That night the temperature dropped a little and again I flippin froze my cods off.

On arriving at the lower field to sign in on, on the Sunday morning I was met with a great site. Lots of members had arrived for the event. As I made my way through I spotted most of the usual characters, however was very pleased to welcome new RTV members Alex Lyne, Bob and Daniel Irwin, Richard Burgess (and

Charlotte). It was also good to see the return of Sam Sharp and Dave Blackmore. As I was doing the rounds and chatting as I went I was witness to a most bazaar incident. The slow and tortuous slide of Richard Grays Discovery down the sloping field only to be stopped by the back of Roger Neild's beautiful 110! Fortunately no real harm done. However to ensure that Richard feels the embarrassment of this event for all time, later in the day we awarded him spanner man and logged the incident in our club records for all to see.

After the drivers briefing the Dave Cuthbert Memorial RTV was under way. As we had over twenty competitors we split into two groups. Nelly's had taken on a lot of rain over the previous few weeks and proved to be very slippery. By lunchtime it was clear that I was only there to have a bit of fun as my chances of a decent result had slipped away very early. However, Jack Dewdney was looking in good shape until an unfortunate incident in the Dell caused him to need the use of the communal track rod from the club trailer, followed by a very unlucky eleven on section six which to be honest cost him the day. As the event drew to a close we made our way up to the campsite for the presentation of the trophies. Not including Dave Blackmore losing a diff (sorry Dave) and Richard Burgess popping a drag link end Nelly's had not claimed as many victims as I had

expected. As we gathered for the results there was a wave of speculation as to who would come out on top. Whilst Matt Hewitt and Jack had put in good drives had Martin Millerin's moment finally arrived?

Kitchen crew

Within a few minutes Joe had awarded the various class first and second places and finally announced the overall winners name. Martin had indeed hit the bulls eye with a brilliant drive finishing on seven all day winning the first Dave Cuthbert Memorial RTV and claiming the prestigious piston trophy. Well done mate you absolutely deserved that one.

Following the presentation Mark Ambler and his kitchen crew set to work putting the club BBQ together and before we knew it we were all munching on a mighty fine selection of burgers and hot dogs. Well done team. Again the evening turned to night and the tops came off a number of bottles of beer with groups of members gathering in and around the BBQ area talking of sections that have been. Slowly the talk turned to the TYRO to be held the next day (Monday) and I was pleased to see that there was an air of excitement about the event. As the session drew to a close we all enjoyed watching Julian Cheesman fall foul to the curse of the white plastic chair, as it collapsed under him. By this time I was starting to have concerns about the temperature as it was falling fast. Just at this moment

Ian Parker became my knight in shinning armour offering me a bed in his caravan. What a result. I snuggled up on a single bunk in his van and slept the best I had for several nights.

As Monday morning arrived it was clear that the rain was here to stay. Fortunately all the hard work of setting the sections up had be done on Saturday so we just had to get down to the lower field again and welcome our TYRO drivers.

What a turn out we had, William Osmond arrived in his dads white Discovery, Paul Stratford arrived in a very straight Disco, Hugh Davies and his son Chris arrived both very keen to do battle, Alex Butcher and Julian Cheesman signed on double driving the 'orange' meanie. Carl King (and family) arrived in the most beautiful Defender I think that I have ever seen. Shaun Osborn and his dad (Cary) turned up with the final position being occupied by Becci White in her dad's V8 Rangie. The scene was set.

Moderately simple

The first three sections were all flat. Designed to enable the drivers (some of whom had never driving a motor vehicle before let alone a Landy 'off-road') to get a feel for their vehicles. Moderately simple sections with a couple of gates that could catch out a driver or two. The atmosphere was friendly but competitive with Naill giving us plenty to chuckle at whilst he attempted to manoeuvre his two wheel drive

Freelander around very slippery sections. As section four arrived things got a little trickier with a very slippery slidy section around the edge of the Dell. It was clear that this section was all about tyres. Anyone not on full muds had problems and we started to see some higher scores coming in. Section five took us back into the lower field for the start of a wooded section and then finally on to the last section. Section six. A mud extravaganza dropping into, looping round and climbing out of the Dell its self. Again tyres played a key part to this section however everyone put in a stonking effort and enjoyed bumping around the Dell.

Gathering for the presentations it was clear that Will Osmond had put in a terrific drive and took overall victory clearing every section. This was a fine effort and I look forward to watching this young man's progression and hope that he follows his dad's foot steps into RTV. Paul Stratford also smashed the event picking up just one point to come home in first place in the adult class whilst young Alex Butcher came stonking home with seven claiming first place in the junior section.

A big thanks to Kevin and Anne Wood for running the event, a big thanks to the members that came and marshalled (in the pouring rain) and a big well done to all the entrants. It is worth saying now that due to the success of the event we will be

running a TYRO event at the Summer Rally (Hook End) in August and another TYRO back at Nelly's on the 16th of December. So lets see you all back for more TYRO battles.

After the excitement of the Spring Rally I was pleased to get back to work for a rest!... Before I had time to breath the ALRC Nationals arrived. I had taken the Friday off work to make the 160 mile trip up to just short Grantham. After quickly packing the car and knocking up enough sandwiches to last me three days I departed Basingstoke at half ten to meet Kiwi Dave at Cheveley services. But then two miles from home I heard a metallic click from under the car then a fair bit of vibration coming up through the pedals (and my seat) then around five seconds later the unmistakable sound of a prop shaft slapping around under the car after breaking free at one end. No.. this was the last thing I needed. I managed to pull off the road and after poking my head under Sally could see that a universal joint at the transfer box end of the front prop had blown apart.

Grim

My heart dropped. After a quick situation analysis (and a role up) I was on the horn to the relay people.. a recovery man was only fifteen minutes away and ten minutes after that I was back at home for a quick prop off UJ in and prop back on operation. Finally leaving (again) for the nationals just

after midday. The run up was grim as this was the diamond jubilee weekend and I got caught in all the traffic escaping for the weekend. I finally arrived at the site at around five. I navigated my way through the campsite and found the 'Hants & Berks' area easily after spotting Tim's distinctive 110 and Mark's very distinctive red Range Rover. The members already there made me feel welcome and I took the opportunity to erect my tent whilst it was dry (for forecast for the weekend was not looking good). Tent up, car fettled it was off to sign on and he dreaded scrutineering. I joined the queue of other nervous competitors and waited my turn. Once in the scrutineering tent I received the usual jibes about my headlights and the state of my old Disco but to be honest they can all say what they want, all I wanted was a clean bill of health and my entry numbers in my hand.

Of course everything was as it should be and I returned to our pitch to pop the top off a beer and finally start to relax before the big day. The evening passed quickly and after gratefully accepting some proper cooked food from Ian Parker and then another plate of nosh from the White's kitchen we slowly all started to turn in.

I was up early Saturday so I lay there for a while enjoying that feeling before I crawled out of my tent. I felt good, the weather was overcast but not raining and I was ready to get

stuck in. We gathered, said our good luck's to each other and made our way over to the line up area. I was in 'K' group with four class 5 vehicles (including me) and a load of 90's/defenders. I made my introductions to the rest of the group as a mix of excitement, nerves and anxiety manifested its self in my lower bowl (or was it the chilli I had eaten the night before?).

Before I knew it we were at the first section. A lightly wooded area with the section winding through the trees with a tricky bump over log and a couple of tight turns. My turn soon came and I was relieved to take a one on my first section of the 2012 ALRC Nationals. My nerves settled and as the sections came and went I became more and more pleased with my performance. It soon turned out that me and a guy called Brian from P&D LRC (driving another 200TDI Disco) looked to be the cream of the bunch exchanging first and second places in our group as the day progressed. I kept myself to myself and managed to keep focused through the sections. I ate and took on water. As we started to approach the last 3 sections I was still only on 13 points. I had driven well but I knew in my heart that if I had driven well so had the big boys BUT I could scrape a top ten in class and that would be a result. I then picked up another couple of points there and there and finally arrived at the last section. My heart sank as I saw a huge gnarly looking tree stump right on the

line between the twelve and eleven gate. Oh man this just did not look good. Nor did the fact that there was lots of ground damage around the stump and a 'hi-lift' jack was stood up in the area ready. It was clear that this stump had ruined a lot of drivers days.

K17

As I was K17 and we were only dropping one each section I had benefited from being able to watch a number of cars go through each section before me. But now I was near the front and would not get to see that many attempts before my turn. In truth none of the drivers before me made it past the obstacle! My turn came, I ran as wide as I could and when I felt the stump grab the underneath of the car turned hard left and buried the throttle, with a lurch and a snatch I ground to a halt all hooked up on the stump. Eleven was the score. I knew that the day was gone there is no way you can take an eleven at this level and expect to be up there. I was gutted. What made this worse was that Brian followed a couple of drivers later and got to the two gate.. it was now finally over.

We thanked our travelling marshals, I pulled myself together and headed for the camp site. I then noticed Garry and Ann's group had arrived at the same section and were just about to start. I caught up with Garry who said that he was on 13 all day. He saw the stump and asked for some advice. I was hardly in a position

to say much as I had failed however we studied the great big old root again and discussed various options. Garry's turn to go soon came and with a flick of the wrist and a blip on the throttle he was over the monstrosity and on his way, finally clearing the section. This pleased me and I revelled a little on this as I drove back to the campsite.

Upon my return I was met with good and bad news. Kiwi Dave had driven well for 18 points, Kevin and Anne had also had a good day coming home with 24. Hugh however had had a rough day. His group had been on the wrong part of the course at the wrong time with climbs that were unpassable in the morning being cleared in the afternoon.

Ian Parker then arrived at the site advising that Mark had done well. He did not want to steal Marks thunder and say what the score was but just gave us that 'special' look. As far as I was concerned that was good and I thought that Mark could be up there again this year. As the evening came we made our way over to the beer tent for the presentations. Even though I was not sitting down I felt like I was on the edge of my chair. Then the bombshell the presenter called Garry White to come and take the award for second place in class 5. What a result, what a moment. But if Garry was second could Mark have pulled it off another win. Were we going to take first and second in class.. I almost burst with excitement.

The came the call for Mark Ambler to take the award for first in class five, we all went mental... After the madness I finally got a look at the score sheets. As I did not have my spec's on I had to get kiwi to scan for my result. Seventh in class. Not as high as I had wanted but you know, I'll take that. Seventh in class at the national's will do me for this year and I will be back next to do even better.

Snatch

Over the next hour or so members started to drift off back to the campsite. It was clear however that kiwi Dave and Josh Folkes wanted to make a night of it. So we elected to stay in the beer tent, listen to the live band (called Snatch, and no it was not a girl band), to talk bookarks and to get a little drunk

. We finally staggered back to our camping area well after midnight. By this time the rain had settled in and Josh realised that trying to get into the tent where Chris Wood, Danni White and Tim were sleeping may not be the best idea so he grabbed his kit and came over to mine. We then knocked back a load of pot noodles, Josh had a tactical then we hit the sack for a right good kip.

We woke at around half eight on the Sunday morning to the sound of lots of CCV vehicles warming up and driving past. It was raining heavily. We looked a each other then turned over and went back to sleep for another couple of hours. Finally surfacing at around half ten Josh

disappeared off somewhere and I had some breakfast (custard creams!) I then got my waterproofs together and made my way out to watch the CCV event.

The heavy rain had turned the site into something very different from the day before. Very very muddy, very slippery and a bit of a nightmare. I finally found Tim's group and met up with Tim's family. His day was going OK but he was not setting the world on fire. I then managed to speak very briefly to Ian Parker and Mark Furnell. By this time they were both brown from head to toe. After returning to the camp for a spot of lunch I returned (with Danni carrying Garry's lunch). On account of Mark and Garry were in a Range Rover they were both warm, dry and not covered in mud, unlike the rest of the drivers in there group. Marks day was going OK but it was clear that the event had been built around 88 - 90 inch vehicles and there was just not enough room to bang is Rangie through the sections right to the end. As the day unfolded the bad weather and wet going started to lead to more and more sections becoming very difficult with each section taking longer and longer for each group to pass due to the time it was taking to recover the cars when the finally ground to a halt. At around seven pm we really had had just about enough. Finally finishing the event about half an hour later.

Lost a couple of hours

Still the rain came down, I sat in my tent passed the time (like the rest of us) waiting to go to the beer tent for the presentations. Now to be honest I am not sure what happened here as I seem to have lost a couple of hours. I think that I fell asleep but and not 100% sure. Anyhow finally at gone nine o'clock Richard Salter and I walked to the beer tent. I am not sure if we either missed the presentations or they did not have them due to the fact that the CCV did not finish until so late. We have a few beers and returned to our tents. I finally got my head down at around midnight.

All things considered I slept well rising at around eight or so the next morning. It had stopped raining now and my tent had started to dry. Today was comp safari day, however it was also going home day for me. As the weather goodish I decided to take my tent down, pack the car then go and watch a little of the comp before I left. I saw Hugh on part of the course and watched a few other cars come past and then decided to get on the way. It was not until the next day that I heard that Hugh and Sarah had won their class on the comp and that Mark had won his class in both the CCV and the comp AND picked up 4 perpetual awards along the way.

What a fantastic result for the club. I think next year I will stay for the comp and attend the closing presentation.

Well you will be pleased to know

that this mammoth article is nearly over. It just remains for me to say that after fitting a new bumper and radiator (thanks Pete mate), overhauling the hand brake (with bits from Andy Bunyan), a couple of new wheel bearings, another universal joint, new front radius arm bushes (thanks Joe), an internal indicator light bodge, a side repeater mend and three body mount mends I am all MOT'd up for another year, just in time for the Devon & Cornwall Charity RTV next weekend.

So finally, a massive well done to Martin for winning the RTV and William Osmund for winning the TYRO at the Spring Rally, another massive well done to Mark, Garry and Hugh for their brilliant results at the ALRC Nationals.

A massive good luck to all of our members competing in the Charity RTV and the very best of luck to our TYRO competitors (Julian Cheesman, Chris Davies and Shaun Osborn) who are representing the club at the Interclub Junior event in Tring on the 1st of July.

If I don't see you at the above events I will see you at our Winchester RTV on the 22nd of July or our Green lane/Navigational Event on the 5th of August or at our Summer Rally at Hook End over the August bank holiday.

As my old dad used to say.. "Here, pull my finger"

Hants & Berks LRO Spring Rally - Nelly's Dell

What a fab weekend. A big thanks to all those who 'made it happen' and a very big thanks to all those who supported our RTV on Sunday and our TYRO on Monday.

RTV winners are:

Overall event winner: Martin Millerin (taking the Dave Cuthbert Memorial Trophy)

Class 4: 1st: Alan Braclik 2nd: Jack Dewdney

Class 5: 1st: Garry White 2nd: Mark Ambler

Class 7: 1st: Neville Dewdney 2nd Alex Lyne

Class 9: 1st: Matt Hewitt 2nd Place: Mark Furnell

Class 10: 1st: Martin Millerin 2nd place: Russell Vare

TYRO winners and scores are:

Driver of the day and overall event winner:

William Osmond (0 points!)

1st Adult: Paul Stratford (1 point)

2nd Adult: Hugh Davies (4 points)

1st Junior: Alex Butcher (7 points)

2nd Junior: Becca White (9 points)

Runners up:

Julian Cheesman (13 points)

Cary Osborn (18 points)

Chris Davis (18 points)

Shaun Osborn (28 points)

Carl King (30 points)

Setting out: Kevin & Anne Wood, Ian Joyce, Steve Aston

Clerk of the course: Kevin Wood

SOM: Anne Wood

Scrutineers: Joe Stacey & Garry White

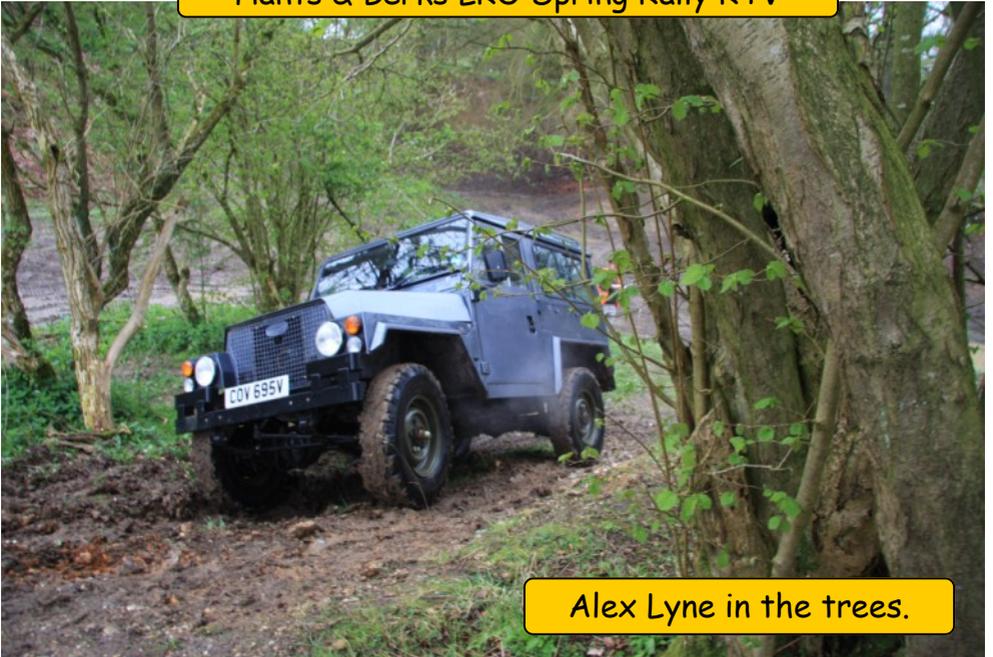
Marshals: Richard Salter, Elton Jonsson, Ian Joyce, Jack Dewdney

A great event and well done to you all for managing such great results in such poor weather !



Jack Dewdney's steering is not sure which way to go.

Hants & Berks LRO Spring Rally RTV



Alex Lyne in the trees.



Hants & Berks LRO Spring Rally RTV



Daniel and Bob Irwin

Martin Millerin
Winner of the 1st
Dave Cuthbert
Memorial RTV



Richard "bumper
basher" Grey at
the Spring Rally
RTV.



TYRO Competitors - Spring Rally



Becci White



Alex Butcher



Julian Cheeseman



Niall Banyan



Shaun Osborn



Cary Osborn



Carl King



Hugh Davies



ard



Paul Stratford



William Osmond



n



Chris Davies



Mark Ambler (left): 1st place in class 5
Garry White (lower centre): 2nd place
Hugh & Sarah Duffett: 1st place
Mark also took 4 perpetual



in the RTV, CCV and the Comp Safari.
nd place in class 5 in the RTV.
e in class 3 in the Comp Safari.
awards. (see results page)

ALRC National Rally Results

Hosted by the Lincolnshire LRC and the Peak & Dukeries LRC - Belvoir Castle, Leicestershire

After a great weekend of trialling and socialising we are pleased to summarise our members final standings:

RTV Results

Mark Ambler:	7 points finishing 1st in class 5 and 12th overall
Garry White:	14 points finishing 2nd in class 5 and 26th overall
David Lindsey:	18 points finishing 18th in class 4 and 45th overall
Kevin Wood:	24 points finishing 28th in class 4 and 58th overall
Steve Aston:	27 points finishing 7th in class 5 and 67th overall
Russell Vare:	37 points finishing 13th in class 10 and 96th overall
Hugh Duffett:	42 points finishing 54th in class 4 and 101th overall

CCV Results

Tim Wishaw:	65 points finishing 26th in class 9 and 30th overall
Mark Furnell:	85 points finishing 56th in class 9 and 78th overall
Mark Ambler:	109 points finishing 1st in class 5 and 130th overall

Comp Safari Results

Hugh Duffett:	best lap: 10m 15s finishing 1st in class 3 and 50th overall
Mark Ambler:	best lap: 8m 45s finishing 1st in class 5 and 38th overall
Mark Furnell:	best lap: 8m 24s finishing 9th in class 8 and 30th overall
Richard Salter:	best lap: 8m 10s finishing 24th in class 9 and 35th overall

Bicycle trial Results

Lewis Alexander:	13 points in the 6 to 11 year olds, finishing 15th overall
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Perpetual Awards

- Mark Ambler: Michen Industries Trophy** - Lowest scoring Range Rover in CCV
- Mark Ambler: Esso Uniflow Shield** - Lowest total time for Range Rover
- Mark Ambler: North Yorkshire/South Durham Trophy** - Best combined result in RTV, CCVT and Comp Safari
- Mark Ambler: Off Roader Sports Shield** - Best combined results in RTV, CCVT, Comp Safari for standard vehicle class



Garry White

S1371



Hugh Duffett

S1799

Photos courtesy www.bosuncam.org.uk



Kevin Wood



Mark Ambler needs bigger wheels because these ones don't reach the ground.

ALRC National Rally photos courtesy www.bosuncam.org.uk



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Photographer: Sue Coulson

Mark Furnell

S1917



ALRC 2012

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Richard Salter

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R09328

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Russell Vare

M0240



Steve Aston

R07532

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Tim Wishaw

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S2021



David Lindsey

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S1748

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Hants & Berks Land Rover Owners Green Laning / Navigational Exercise



**Over the Salisbury Plain, on Sunday 5th August 2012
Starting in the Tidworth area.**

For all of you lucky members we are organising a combined Green Laning/Navigational event across some of the best byways available on the plain.

The event is targeted at all club members (and their families), so whether you are one of our green laning guys or usually only compete in our RTV's it's well worth your while having a go at something a little different. You will experience the pleasure of off-road driving with the added twist of having to navigate between pre-defined way points.

The event is designed to be suitable for all types of Land Rover and barring driver error, totally non damaging.

We would welcome a £5 donation to the club (per vehicle) to cover the costs of the driver packs and other expenses incurred.

We will be providing a prize for the winning driver.

For more details see our web calendar.

Alton Area Green Laning in May 2012

We met at Nellies where an RTV and Tyro were due to be held over the bank holiday weekend. I had done many of these routes as it my local area but they change every time I drive them, with the constant growth of the trees and bushes. Plenty of greenery for future National Green Lane clearance days.

Many routes were dry and firm but there were a few troughs with water in them buty nothing that worried us.

One Lane that we have done a lane clearance on many years ago caused us a challenge. Roger's 110 had a large 'square' roof rack which unfortunately made it too high to pass under a tree. The problem being that the passenger side was on a side slope that pushed the vehicle over and hot the branch above the drivers door. Clunk was the next sound that Roger heard and when looking at the roof noticed that the rack had been pushed back along the gutter by about 90mm on the drivers side and 40mm on the passenger side.

The only option was for Roger to take my map and to reverse out of the lane and meet us at the other end of the lane by going by road. The lane still had 2 more surprises for us though. A bog on one corner took me a run up to get through with my A/Ts slipping and sliding. The following vehicles were all on M/Ts so had less difficulty. When Nige S came through these was a loud clanking sound from the drivers side front. It sounded like a broken half shaft, but after moving the vehicle forwards and backwards out of diff lock it stopped. Hope the vehicle is still ok Nige.

We met Richard and Cary at the end of the lane and carried on to the next

lane. Lunch was partaken at a nice pub in Buriton called the Five Bells.

We were aiming to get to Nellies about 5pm for the beer and BBQ that the club was having at the campsite. We therefore drove a lot more lanes and then went back to Nellies picking up another landy on the way. Two youngsters out in a 90 driving the lanes had tagged along just in case I knew of some lanes that they did not know in that area. We stopped at the entrance to Nellies to chat to them.

After a couple of beers and some food (thanks Mark + helpers - great nosh) we set off home but not until we had done the last tyro section, as Kevin wanted my opinion on whether it would be too difficult - just about right - well done Kevin and I heard that the youngsters enjoyed driving all of the tyro courses the next day. Don't forget you too can join in the tyros - they are non damaging and open to all novice drivers who have not trialled before - why not have a go at the next one - you might enjoy yourself - and your partner can also have a go if they are a member.

So a quick list of the lanes we drove on the 93 miles round trip:

Lanes around West Meon Hut, south down to the Meon Valley, across to Mensland (where the low tree and the bog were), north of Lovedean, Blendworth, lunch at Buriton, on to Clanfield, South Downs Way, Ramsdean (but not 5 ways), Stroud, Stoner Hill, Colemore and Priorsdean, Oakshott, Hawkley, Kitwood Lane, Charlwood and back to Nellies. A great day out.

Julian Mallard.

(See pix on back cover and page 3)

More 4x4 Ltd

**More
4x4**
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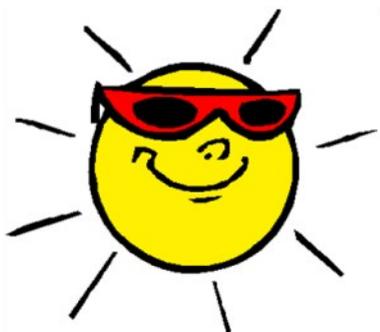
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Hants & Berks LRO 2012 Summer Rally

24th to 27th August Hook End Farm

Saturday:

Evening: Night RTV



Sunday:

8 Section RTV, competing for the boys & Girls own trophies

Evening: Club BBQ



Monday:

6 Section TYRO



Camping available from Friday 24th



For more info see our web site or contact Hugh Duffett
Hugh.Duffett@hbros.co.uk

Blast from the past.

Well done to all round good egg Nick Woodage to spotting Andy Mullins asleep on the road at the Belgium Nationals 2004.



“Blast from the past”

Location will gain you a mark and additional marks available for members names.



July / August Caption Competition.

What is being said by whom and about whom? Send in your suggestions.



May / June Caption Competition Winner

"Hey chaps have you seen the old '5' cane through the hand trick!"



The winner of this month's caption competition. Submitted by the very welcome new member Mark Zuckerberg.



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CALENDAR OF EVENTS 2012

Events in *italics* are provisional so please check for updates
and maps on our website:-

<http://www.hbro.co.uk/calender.htm>

Date	Site	Event
7th July	Hindhead area	Green Lane trip. Contact Julian Mallard.
22nd July	Winchester	RTV (See map)
5th Aug	Salisbury	Green Lane Navigational Event. Contact Julian Mallard. (See page 26.).
24-27th Aug	Hook End Farm	HBLRO SUMMER RALLY & RTV (See map)
26th Aug	Pangbourne area, finishing at the Summer Rally venue.	Green Lane trip. Contact Julian Mallard.
23rd Sept	Steep Marsh	RTV
29th Sept	Route not set yet.	Green Lane trip. Contact Julian Mallard.
13th October	The Crown Hotel, Alton	HBLRO AGM
21st Oct	Slab Common	RTV & Driving Day
28th Oct	National Green Lane Day	Green Lane trip. Contact Julian Mallard.
11th Nov	Salisbury Plain	Green Lane trip. Contact Julian Mallard.
25th Nov	Boxgrove site (near Chichester, Hampshire)	<p>"Mike Wolfe Challenge"</p>  <p>The image contains two logos. On the left is the Wooldridge Demolition logo, featuring a stylized 'W' and the text 'WOOLDRIDGE DEMOLITION' and 'WWW.WOOLDRIDGEGROUP.CO.UK'. Below it is a blue banner for 'More 4x4 Ltd' with the phone number '01420 475303' and website 'www.More4x4ltd.co.uk'. On the right is a circular logo for the 'HANTS & BERKS LRO' 'MIKE WOLFE 2012 Challenge', featuring a wolf's head and the text 'More 4x4' and 'WWW.WOOLDRIDGEDEMOLITION.CO.UK'.</p>

Event Timings

Competitor Sign-on - 08:30am - 09:30 am

Scrutineering - 08:30 - 09:30 am

Driver & Marshals briefing - 09:45 am

Event start - 10:00 am

Entry fee: £17.00 per driver

Driving Days Site opens to public - 10:00 am Site closes - 15:00 pm



Martin & Joe replace the rear diff at the Spring Rally



William Osmond - Winner of the Spring Rally TYRO

Regular Events

- * Southern Pub Meet - **Venue change**. From March 28th Last Wednesday of each month, Noggin & Natter at the Cormorant, 181 Castle Street, Porchester, Nr Fareham, PO16 9QX Tel: 02392 379374 (www.thecormorant.co.uk)
- * Northern Pub meet - First Wednesday of each month. The venue will be the Lord Derby Pub located between Hook and Odiham, just of Junction 5 of the M3, from 7.30 onwards . Full address is The Lord Derby Inn & Stocks Restaurant, Bartley Heath, North Warnborough, Hook, Hampshire. RG29 1HD Tel 01256 702283
- * Green-lane trips will usually be as advertised elsewhere. There will be someone present to indicate rights of way on the maps. Please bring your own maps of Hampshire and Berkshire, in case you get lost. If there is a lot of rain on the few preceding days, anticipate postponement.

I've printed the dates of everything I know about at the moment on the previous page, so get your diaries out! Note that *provisional* events are printed in *italics*. Will event organisers please let me know when any of these is confirmed / changed / cancelled etc.. Major changes, cancellations



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Alton Area Green Laning in May 2012

